

INSTALLATION INSTRUCTION

DRIVE CLUTCH
MFG. NO. 1690179

USED ON
36" TILLER
38" REVITALIZER

PROTECT YOURSELF AND OTHERS

1. Read and be familiar with the owners manual for your tractor and the owners manual for attachment before operating attachment.
2. Do not allow anyone to use tractor and attachment unless they have been instructed in how to operate it safely.
3. Never attempt to adjust, repair or service attachment while the tractor engine is running.
4. Do not allow others near attachment when it is operating.
5. Stay clear of the drive belt, attachment and other moving parts when the tractor engine is running.

The drive clutch kit is designed to allow owners of earlier model tractors without an independent rear power take off control to use the 36" tiller and the 38" revitalizer on their tractors. The kit will let the operator engage and disengage the attachments on the rear of the tractor without moving from his seat on the tractor. Included in the kit is a drive pulley and key for those tractors not already equipped with a pulley on the rear power take off shaft. Also included are two belt stops which are attached next to the drive pulley.

CAUTION

Do not attempt to install or work on the attachment when the tractor engine is running.

To attach clutch handle and rod assembly to either the 36" tiller or the 38" revitalizer:

1. Pull off tension spring attached to idler pulley on drive belt.
2. Attach clutch handle and rod assembly to the pins protruding on each side of the lift bar assembly and place spring clips through pins. (See figure 1.)

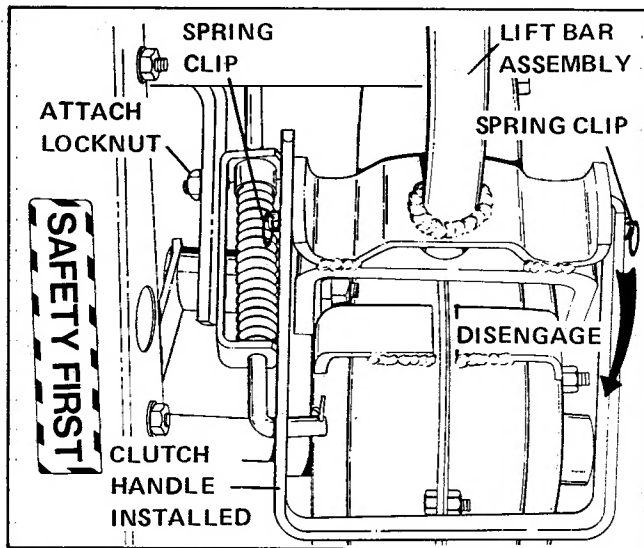


FIGURE 1.

3. With the handle in the disengaged position, attach the rod guide assembly stud to clutch idler arm assembly with 5/16" locknut. Connection should be snug, but free to pivot. (See Figure 1.)
4. Attach tiller or revitalizer to tractor according to the operator's manual instructions.
5. On those tractors which do not have a pulley already installed on the power take off shaft, the pulley and two belt stops must be installed. On tractors with a narrow upper belt guard (or none at all) on the PTO drive shaft, remove the top mounting screw of the bevel gear case just above the drive shaft, and replace the original screw with the slightly longer 7/16" x 1-1/4" capscrew, placing lockwasher, flat washer and upper belt stop on the capscrew before installing in place of the original capscrew. (See Figure 2.)

The lower belt stop is installed over the belt stop for a center mounted attachment drive belt just below and behind the drive shaft. Remove the belt stop capscrew (nut located inside the frame) and

replace old capscrew with new capscrew supplied in kit. Place flat washer, new belt stop, then existing belt stop on new capscrew. Place in frame hole, and place flat washer, lockwasher and nut on end of capscrew. (See Figure 3.) On tractors which do not have a lower belt stop for center mounted attachments, install new belt stop with flat washer, nut, and capscrew to hole in side plate.

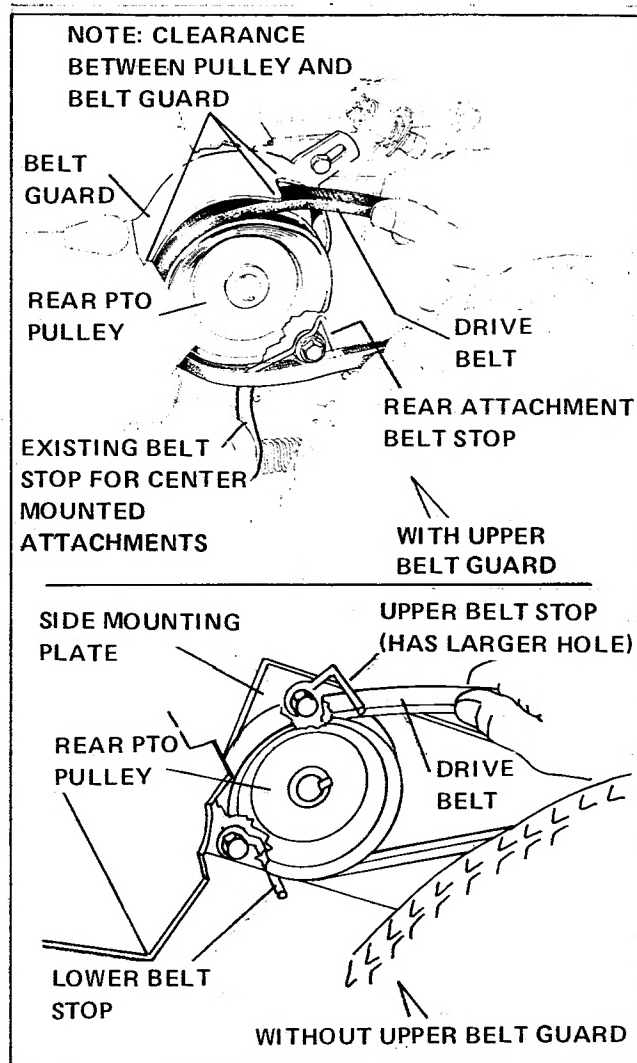


FIGURE 2.

6. With the key placed in the shaft, install pulley with the hub facing in toward the tractor. The outer edge of the pulley should be flush with the end of the shaft. Tighten the setscrew on the pulley hub securely after being sure the drive pulley is in line with the pulleys on the attachment. (See Figure 3.)
7. Install the drive belt over the rear power take off pulley of the tractor.

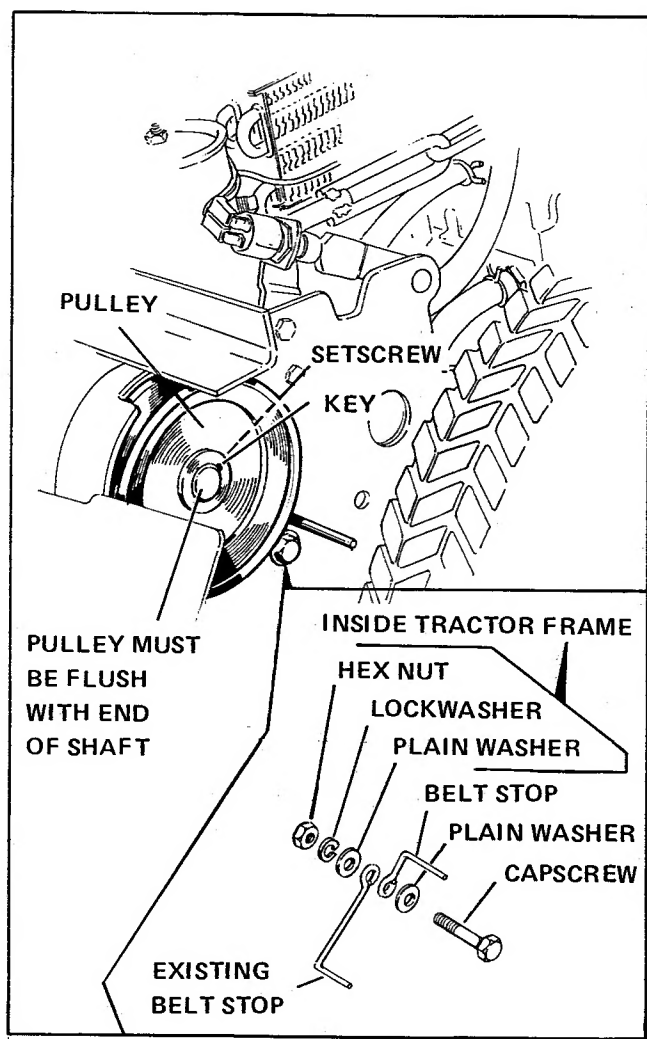


FIGURE 3.

ADJUSTMENTS

⚠ CAUTION

Do not attempt to make any adjustments with the tractor engine running.

Tension on the drive belt is regulated by the position of the set collar in the rod guide assembly of the clutch. Belt tension is correct when there is 5/8" to 3/4" clearance between the set collar and

the lower end of the rod guide assembly when the clutch is engaged and tiller or revitalizer is resting on the ground.

NOTE

As the attachment is raised to its transport position, belt tension is increased.

To increase belt tension, disengage the clutch and loosen the setscrew in the collar. Move the rod down slightly to reposition it under the set collar and retighten the setscrew. Check the clearance by engaging the clutch.

CAUTION

Do not operate the attachment with more than 3/4" clearance between the set collar and rod guide as the excessive tension may cause premature belt and bearing failure. (See Figure 4.)

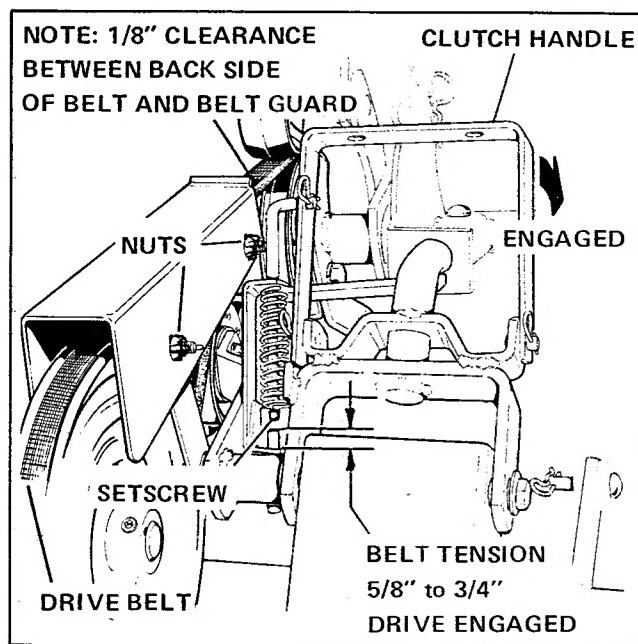


FIGURE 4.

Belt Stop Adjustment

NOTE

All adjustments should be made with the drive clutch engaged and the attachment resting on the ground.

The belt stops are located above and below the drive pulley. (See Figure 5.)

1. The belt stop located above the drive pulley (if needed) is mounted on the top mounting screw of the bevel gear case with a special cap-screw which replaces the original. This belt stop should be adjusted to $1/4$ " clearance as shown in figure 5.
2. The belt stop located below the drive pulley is mounted with a cap-screw, flat washer, lock-washer and hex nut to the side mounting plate of the bevel gear case.

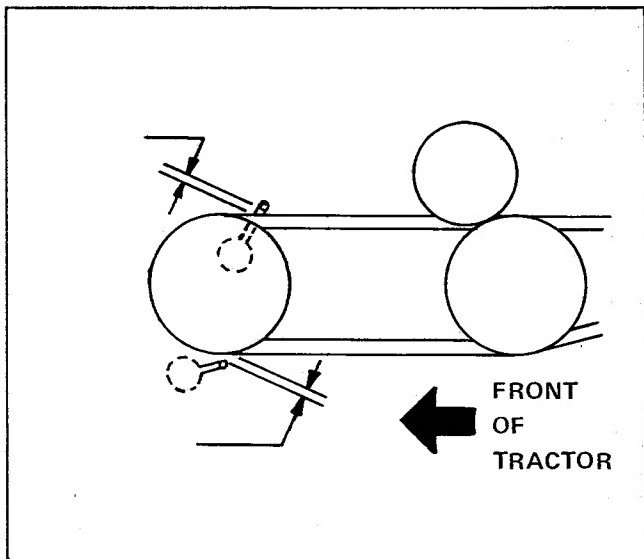


FIGURE 5.

3. While holding the cap-screw with a wrench so it will not turn, loosen the nut located on the other side of the mounting plate (see figure 5) enough so the belt stop can be moved. Adjust the belt stop so there is $1/16$ " to $1/8$ " clearance between it and the drive belt.
4. To prevent the belt stops from moving, use a wrench to hold the cap-screw from turning while tightening the nut inside the frame securely.

The belt guard on the attachment mounted over the drive belt should be adjusted so there is at least $1/8$ " clearance between the guard and the belt when the clutch is engaged to assure the backside of the belt does not rub against the guard. If it is necessary to adjust the guard, loosen the two nuts and reposition the guard correctly. (See figure 4.)

Lubricate all pivot points with engine oil to help prevent wear. (See figure 6.) Do not get oil on the drive belt or the pulleys.

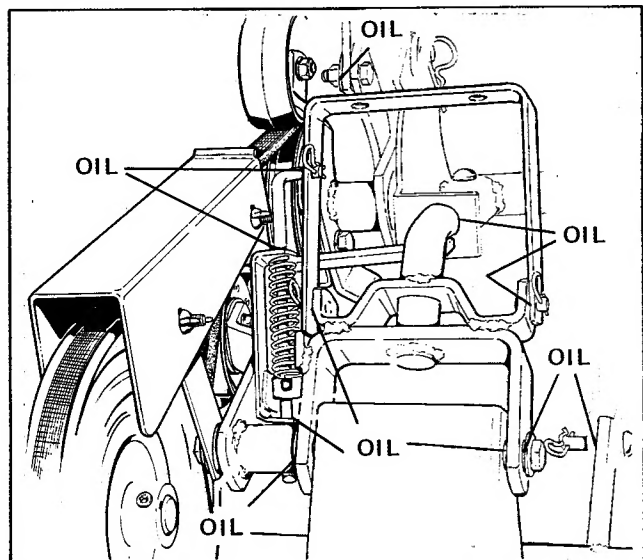


FIGURE 6.